NUMBER 4, 1955

COMMUNITY PLANNING NEWS

On the Training of Planners

We hope that the Universities of Canada, including their students, will observe the persistent demand for qualified planners as shown by the numerous advertisements which appear in our NEWS. This demand is not likely to abate soon. It is not merely a symptom of national prosperity. The need for qualified planners is a direct result of a haphazard growth whose complexities and great costliness are forcing our communities to seek out skills, imagination, character and teamwork of the highest order.

Perhaps much of our difficulty in facing up to the shortage of planners arises from the problem of making the need known to young people who see that other ways of making a living are far better advertised. This difficulty of attracting talented students into planning is particularly evident in the case of engineers and, to some extent, of students headed for careers in economics. Yet, the best of these students in engineering and economics are needed, along with architects, surveyors, geographers and sociologists, to plan and guide the inevitable redevelopment of our communities. There are more than enough problems — and big enough problems — to challenge the best of our undergraduates to set their course for a career in planning. Missiles, rockets and satellites are not the only objects which can excite a young man's fancy — or a university's fancy — in the atomic age. But, in the midst of our atomic excitement, it is up to the universities and every well-informed group in the country to see to it that our undergraduates are somehow given a chance to learn the startling facts about our urban growth; about the costly tangles we have created by failing to govern ourselves or to plan for ourselves in a sound regional framework; about the interesting field of community design which lies ahead for all of our planning professions; about the immense field of development finance which will open up once our banks and mortgage companies realize that what they are already financing is not just individual houses and buildings, but URBAN DEVELOPMENT—sometimes atrociously bad and uneconomic urban development.

So we conclude that one of our tasks is to let the facts of urban development become better known to the young men and women who are choosing their careers as well as to those who govern universities. The interest of the two groups will converge somewhere about the postgraduate level, and we may see an outflowering of classroom and clinical work which will prepare Canadians for the task of creating a physical environment worthy of their high national aspirations.

The problem of planning education in Canada was carefully stated by Humphrey Carver in our 1954 REVIEW. It was also the subject of an article by Norman Pearson in the COMMUNITY PLANNING NEWS No. 3 of this year and touched upon, in the same issue, by James W. Wilson, in *Community Planning and the Engineer*. With these articles, we had hoped to initiate a lively discussion of the training of a great national profession which would be something more than a hastily-improvised by-product of an education in architecture or surveying. Our columns are open to such discussion; and we have a feeling that the time for action is short if we are to avoid mistakes which may be even more costly than those of the past.

COMMUNITY PLANNING ASSOCIATION OF CANADA, OTTAWA

A Note on Toronto's Planning Boom

by **Eric Beecroft**

The entire Toronto region is now "planning-conscious". Youthful drive and planning experience are combined to bring orderly growth and sound economic development.

Metro is on the March

Under the Chairmanship of Mr. J. P. Maher, Metropolitan Toronto's Planning Board is equipping itself for the immense tasks which lie ahead. Several new senior professional planners have been engaged to add strong administration and a rich and varied planning experience to the staff.

In charge of this increased staff, as Director of Planning and Secretary of the Board, is Murray V. Jones, a 1950 graduate of the University of New Brunswick and a community planning graduate of McGill in 1951. Mr. Jones had been secretary treasurer of the Township of Toronto Planning Board from 1951 to 1954 when he joined Mr. Tracy LeMay in the new Metropolitan Toronto Planning Board.

At 31 years of age, Mr. Jones must surely be one of the youngest planners ever to be placed in a position of high and challenging responsibility in a North American city. In appointing Mr. Jones in February 1955, the Board apparently acted upon a knowledge of him gained during a trying period of six months of Acting Directorship following the death of Mr. LeMay. Some eyebrows were raised and a few comments were made about the need of "maturity", but the Board placed its bet firmly on youth for the top job.

By June, the Board was able to secure as Deputy Director Mr. Hans Blumenfeld who will begin his duties on August 1st.

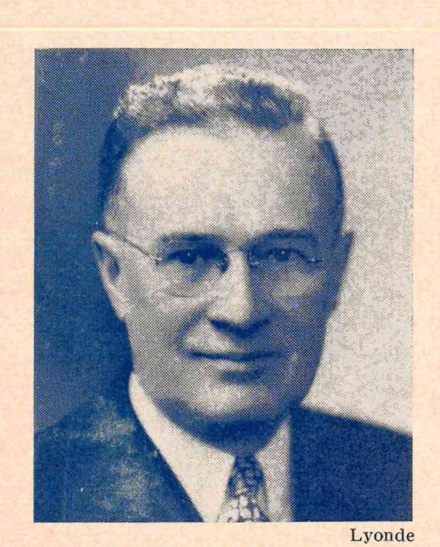
Mr. Blumenfeld has been employed as a planner in Germany, Austria, Russia, England and the United States. He was Director of Research for the Philadelphia Housing Association from 1941 to 1944 and Senior Planner for the Philadelphia City Planning Commission from 1945 to 1948. He has been consultant to the Traffic and Transportation Department of Philadelphia and to the University of Pennsylvania's Institute of Urban Studies and Institute of Local and State Government.

For the post of Associate Planner, the Board has selected Mr. Eli Comay, Chief Planning Analyst of the Chicago Land Clearance Commission. Mr. Comay is a graduate of the University of Chicago, Wayne University and Harvard University.

With these appointments, a staff of 27 is almost complete. It is organized into four divisions: land use planning, transportation and services, subdivision administration, and operations.

The Metropolitan Toronto Planning Board has, in common with most planning agencies, a dual function. It has a legislative responsibility and a responsibility to perform a day-to-day staff function for the metropolitan administration.

The legislative function is that prescribed by the Planning Act of Ontario and the Municipality of Metropolitan Toronto Act. The latter, "Bill 80" as it is more familiarly known, provides that the Board must prepare



Lyonde

J. P. Maher



Northgrave

Murray V. Jones



Hans Blumenfeld

a plan of general land use, ways of communication, sanitation, greenbelt and parks, and public transportation.

Current Activities

In answer to a recent inquiry from the NEWS, Mr. Jones has mentioned a number of activities which are in progress.

A limited economic base study is being started. Land use data have been collected to assist in the solution of immediate but important transportation problems.

A general traffic analysis is well under way; an origin-destination study of the worker movement has been completed and a trucking survey is presently under way. The Ontario Department of Highways is conducting an external traffic survey in conjunction with this part of the work.

In the subdivision division, a design group continuously concerns itself with community design problems arising out of the application for a great many subdivisions within the planning area. The current rate of subdivision applications is for around 34,000 lots per year.

The preparation of a river valley parks plan and a development plan for Toronto Islands is being prepared.

It is hoped that sufficient data will be collected on the economy of the area, existing land use, population, etc., to determine a tentative land use scheme by late 1956. A knowledge of existing movement characteristics will assist in determining a transportation plan at approximately the same time. The same is true of a services plan and a public transportation plan.

While this work is going on, encouragement is still being given to all of the 26 area municipalities in the development of local planning programs and a staff is maintained to assist in the solution of local planning problems.



Matthew B. M. Lawson

The City of Toronto

A new staff; and a survey, unprecedented in Canada, of a city's redevelopment needs

Toronto's City Planning Board, as well as that of Metropolitan Toronto (Mr. J. P. Maher is chairman of both boards), has added considerably to its staff. Its Director, appointed last winter, is Matthew B. M. Lawson.

Mr. Lawson was born in Scotland and graduated in Civil Engineering from Glasgow University early in the second World War. He practised as an engineer for several years, both in the British Army and with consultants, but decided that his major interest lay in the field of planning and so took up studies with the School of Planning Research for Regional Development in London. In 1947 he moved to Canada, taking up work with consultants and then teaching for three years at the University of British Columbia in engineering and planning. He carried out several planning jobs in British Columbia and Alberta before coming to Toronto. At the University of Toronto, he first undertook further studies and then was visiting professor of town planning.

Study of Urban Renewal

This summer, the Toronto Planning Board is conducting a study of urban renewal, the first of its kind in Canada, as the first step in a long-range program for the redevelopment of the city's depressed areas.

Teams of town planning experts will survey the city and define the need of each area in terms of redevelopment, rehabilitation or other requirements.

The study has been made possible by an agreement among the three levels of government and a grant of $15,000 from Central Mortgage and Housing Corporation.

It is expected that the urban renewal study will not only make a contribution to the sound planning of Toronto, but will assist other Canadian cities in carrying out studies of areas requiring rebuilding.

The study, under the direction of Mr. Lawson, will enable the city to determine priorities for future projects. It is expected to be finished by the end of the year.

The survey will cover such questions as condition of buildings, assessment, density of population and requirements of residents.

When the study is completed it will outline the type of residential, industrial and commercial developments and community facilities that would be suitable if the existing outworn and uneconomic districts are to be rebuilt.

Some sections of the city may need complete redevelopment, others may be saved by rehabilitating buildings or parts of the area selected for improvement.

The urban renewal program will fit into an overall planning scheme. The Ontario Department of Planning and Development has asked the city to draft a five-year redevelopment program as a condition of provincial participation in any projects which might follow the building of Regent Park South.

As a result of past experience, the Toronto Planning Board is apparently opposed now to the practice of singling out areas for redevelopment but failing to prepare a program of action.



M. J. Sym

Lawrence Ellis Ostrander

Manitoba CPAC Chairman

At its recent annual meeting, the Manitoba Division of the Community Planning Association of Canada elected Mr. Lawrence Ellis Ostrander as Chairman.

In thirty five years of service with the Canadian National Railways in the Winnipeg area, Mr. Ostrander's professional experience has been intimately related to the development of natural resources in western Canada and to many aspects of community planning. Having begun his service in the Engineering Department of the Grand Trunk Pacific in 1920, he became, in 1928, Resident Engineer in Winnipeg for the C.N.R.'s Construction and Water Supply Department. He was appointed as Natural Resources and Development Engineer in 1938 and as Industrial Engineer in 1940. In 1946, he became the C.N.R.'s Assistant Industrial Commissioner and since 1950 has been the Industrial Commissioner.

Mr. Ostrander is Past President of no less than seven civic groups in Greater Winnipeg: the Industrial Development Board, the Associated Community Clubs, the Winnipeg Branch of the Canadian Institute of Mining and Metallurgy, the Norwood School Board, the St. Boniface Golf Club, the Norwood Community Club and the Norwood-St. Boniface Speed Skating Club. At present he is a director of the Alberta and Northwest Chamber of Mines and Resources, the Business Advisory Council of the Manitoba Government, the Manitoba Chamber of Mines, the Winnipeg Chamber of Commerce and the Manitoba Chamber of Commerce. He is a member of the Engineering Institute of Canada and the Association of Professional Engineers of Manitoba.

Mr. Ostrander has also been a member of the Metropolitan Planning Commission of Greater Winnipeg.

To Urge Government Form Town Planning Department

(From the *Brandon Sun*, Manitoba, June 7, 1955)

Brandon city council will urge the provincial government to form a department of town planning to enable cities, towns and municipalities to get the benefit of trained town planning personnel.

Speaking to his motion recommending this action to the government, property committee chairman Ald. A. Veale told council last night the matter is of vital importance to communities throughout the province which are experiencing growing pains without being able to plan their expansion properly.

"Most communities cannot afford the services of private town planners," Ald. Veale said. "Thus they have no one to turn to for needed assistance. Meanwhile graduates in town planning are coming out of the University of Manitoba and, unable to find jobs here, are leaving our province and getting work elsewhere."

He said the Manitoba Urban Association, the Manitoba Chambers of Commerce, several cities and towns and other interested groups already have urged formation of such an office, but so far the government has not seen fit to implement the plan.

Many towns in southwest Manitoba could use such a service to advantage, such as Virden, Killarney and others, he said, and a sub-office of the department could be located in Brandon to serve the whole area.

Needed in Brandon

Brandon itself would have plenty of use for a permanent town planner, Ald. Veale said. At present, town planning chief Eric Thrift of Winnipeg serves Brandon but has far from enough spare time from other duties and with the distance of his office from Brandon the work naturally must suffer.

"Yet Brandon alone needs town planning badly, and will continue to need it for many years to come. Current expansion is being delayed by the lack of a town plan."

Council passed the motion unanimously, and will forward it to the Manitoba government for consideration.

"MANITOBA TOWNS NEED PLANNING"

This is the latest article in our series on planning in the various provinces, dealing particularly with the problem of planning assistance for medium and smaller cities. Our readers will recall

RIMBEY: A SMALL TOWN PLANS **(*Review*, March 1955)**

PLANNING FOR SMALL COMMUNITIES IN BRITISH COLUMBIA **(*Review*, March 1955)**

PLANNING ADMINISTRATION IN SMALL TOWNS: The Alberta Experience **(NEWS No. 5 of 1954)**

MANITOBA TOWNS NEED PLANNING appears in *The Community Planning Review*, Vol. V, No. 2 (June 1955). The Membership fee of the Association is $3 and includes subscriptions to the *Review* and the *News*.

Why Manitoba Needs a Town Planner

Speaking to municipal administrators at a University Extension course on June 20, Mr. H. E. Beresford, Manitoba's Provincial Land Surveyor, declared that a provincial planning office is necessary to provide room for rapidly expanding communities, to control zoning, to make towns more beautiful and thereby to increase property values, and to see that parks and playgrounds are created.

Stressing the urgency of planning under to-day's conditions of rapid and haphazard growth, Mr. Beresford said that his address was "just eight years late".

"Until the Government of Manitoba provides a planner," he said, "we will go on running into trouble every time we start putting in sewers and waterworks. Because of our lack of planning, towns who expand their facilities have continual difficulties."

Pointing out that eight of Canada's ten provinces have planning offices, Mr. Beresford explained that it was impossible for administrators to plan properly without professional staff. "A planner would improve the way of living in the entire province because he would relieve congestion; health would be improved; industrial and residential sections would be soundly placed in relation to one another; and parks and playgrounds would be provided."

Canadian Federation of Mayors and Municipalities 1955 Conference, Edmonton, August 28 - September 1

Among the subjects planned for this conference are the problems created by lack of essential municipal services in fringe areas. Measures necessary for more effective control and administration will be dealt with in a panel session on *Problems Created for Urban Governments by Uncontrolled Fringe Area Developments.*

We also learn from the Federation's *Listening Post* that the municipal finance problem will be thoroughly aired in a panel on *Federal-Provincial-Municipal Relations* and that current trends in civil defence planning will be examined at a general session on *The New Dimensions of Civil Defence.*



Ranson

Noel Dant

A Canadian Planner, writing on a Canadian subject, has been awarded the President's Prize of the Town Planning Institute of Great Britain. Noel Dant, the City of Edmonton's Town Planner, received the award for an essay on some practical results of planning measures in Edmonton from 1950 to 1954. In substance, but in shorter form, Mr. Dant's winning essay had appeared in the *Community Planning Review*, Volume IV, 1954.

What Does a Provincial Planning Branch Do?

At the Editor's request, the Director of Alberta's Provincial Planning Branch, Mr. H. N. Lash, has jotted down some current activities and current news items. Similar illustrations may be found under the heading of *Planning Progress* in our previous issues.

The Provincial Planning Advisory Board has received three new requests from Alberta towns for complete planning studies and reports. These are High Prairie, Lacombe and Cardston. There are now a total of eleven towns on the waiting list for these reports.

The Government has announced that the development of the new town at Hinton will be planned and supervised by the Department of Municipal Affairs. Preliminary studies for this development have now been completed. The first contracts have been let for the construction of the pulp mill itself, and one of the first tasks of the Department will be to provide accommodation for the trailers of construction workers and their families, who are already beginning to move into the area in considerable numbers.

The Town and Rural Planning Branch is sponsoring a work conference and study group on the application of the National Building Code to small towns in Alberta. About 30 delegates from throughout the province are expected to attend the two day session on June 16th and 17th, and representatives of the National Research Council will also attend.

Following the C.P.A.C.'s Peace River Regional Planning Conference, the Town of Grande Prairie has requested the formation of a District Planning Commission in that area. Discussions are being arranged between Town and County officials and representatives of other municipalities in the area.

The newly-formed Lethbridge District Planning Commission has appointed S. Lurie, A.R.I.B.A., to the position of Director. Mr. Lurie, formerly engaged in planning consultant work in Montreal, has had considerable experience in regional planning in both Great Britain and Israel.

The Town of Calmar, and the Villages of Thorsby and Warburg have joined the Edmonton District Planning Commission, and the Province has made an additional grant to the Commission to cover its 50% share of the supplementary budget made necessary by these additional memberships.

The Town and Rural Planning Branch has begun the compilation of a compiled plan registry. Consulting engineers, district planning commissions, utility companies, and other organizations which make and use detailed maps of Alberta's urban municipalities are participating to make the registry a success.

The Branch has completed a comprehensive development proposal for the south-west part of the City of Camrose. When replotting is completed, the area will have a potential population of about 2,000 persons.

Planning Director for Montreal



Charles-Edouard Campeau

Charles-Edouard Campeau, a Vice-President of CPAC and Chairman of CPAC's Quebec Division, became Director of Montreal's City Planning Department on July 1st. He replaces Dr. Aimé Cousineau who has retired after 41 years in the service of the City of Montreal.

Mr. Campeau has been Assistant Director of the City Planning Department and Superintendent of its Master Plan Division since 1953. He had joined the Department in 1943 as Chief Engineer of the Master Plan. During the two years 1941-43, he was in the engineering staff of the Public Works Department. Prior to 1941, he served for a time in the Provincial Mines and Roads Laboratories.

Mr. Campeau graduated with a B.A. from the Collège Sainte-Marie in Montreal in 1936, and as civil engineer and a Bachelor of Applied Science from the Ecole Polytechnique in 1941. He is a member of the Corporation des Ingénieurs Professionels de Québec, the Engineering Institute of Canada, the Institut des Ingénieurs en Circulation, the American Society of Planning Officials, the Association des Commissaires Industriel, and the American Planning and Civic Association.

Recently Mr. Campeau served as co-secretary of two important special commissions in Montreal: the Commission for the Study of Transport, and the Commission of Inquiry into Metropolitan Problems.

Community Planning Organization in Saskatchewan's Cities and Towns

by **Jean Downing**

National Councillor of CPAC

The overwhelming importance of agriculture in the Saskatchewan economy results in a widely distributed population, scattered throughout a settled area measuring over 350 miles from east to west and slightly more from north to south. The urban population comprises 45% of the total, living in numerous small concentrations rather than in a few major cities. Just over half of the total urban population lives in the eight cities of the province, which have a combined population of about 166,000. Nearly one-quarter of all urban dwellers live in the ninety towns and a similar number are distributed among 391 villages. Most of these urban areas are service centres, catering to the commercial, educational, health, social and cultural needs of the surrounding agricultural community. In some cases the service function is complemented by local industry, usually engaged in processing agricultural products.

Most of the cities of Saskatchewan are expanding and are confronted with a wide diversity of development problems. The two largest cities, Regina and Saskatoon, deal with community planning through advisory Town Planning Committees appointed by Council and have staff charged with responsibility for planning matters. In Yorkton and Moose Jaw, the Town Planning Committees carry on the day to day planning without staff and use a planning consultant for particular problems. Three other cities, Prince Albert, Swift Current and Weyburn have Town Planning Committees but no planning staff or consultants.

Increasing pressure for fringe development in the four larger urban areas has recently pointed up the need for cooperation among urban and rural municipalities in preparation of a development plan and exercise of control beyond city boundaries. In the Greater Regina area a District Planning Committee has been established, with representatives from the City of Regina and the Rural Municipality of Sherwood, to develop a plan and to prepare a zoning by-law applicable in a designated area. District Planning Committees have also been set up in the Yorkton and Moose Jaw areas. At Saskatoon and Prince Albert the proposed boundaries of districts are currently under discussion. In two other cities, Swift Current and North Battleford, some concern has been shown over fringe development but progress has not yet reached the formation of planning districts.

A number of towns in the province also have Town Planning Committees. Melfort is presently having a development policy program prepared under an arrangement with the Department of Municipal Affairs Community Planning Branch. Rosetown and Meadow Lake are seeking similar arrangements. Numerous other towns, including Canora, Humboldt, Lloydminster, Melville, Sturgis, Tisdale and Unity, to mention only a few, have planning committees, and most of these towns have comprehensive zoning by-laws.

Trail Blazing in the Peace River Region

by **B. Y. Card, Professor Education**
University of Alberta
National Councillor of CPAC

A good deal of trail blazing was done on April 15th at the Town of Grande Prairie in the Peace River Region. The newly-formed Town Planning Advisory Commission teamed with the Alberta and British Columbia Divisions of CPAC to sponsor the first Peace River Region Planning Conference. Following the model of one-day conferences so successfully developed in British Columbia, this conference brought together planners and professors from both provinces as guest speakers and resource persons, as well as over fifty mayors, councillors, commissioners, school superintendents, business men, municipal employees and others from Dawson Creek on the west to High Prairie and Fahler on the east.

The program included an address on the case for planning, a forum on the problems of town and rural planning, a luncheon address by the Hon. E. W. Hinman, Alberta's newly appointed Minister of Municipal Affairs, a discourse on the nature and resources of the Peace River area by Dr. W. C. Wonders, Geographer of the University of Alberta, a panel discussion on planning administration for the Peace River Area, a series of small-group planning clinics which included a section for the women present on "Women's Interest in Planning", and finally a public meeting in the evening featuring a planning film followed by a forum on the future of the Peace River Area. This forum brought together speakers from the Peace River country and those specialists brought in for the Conference.

A number of precedents, or near precedents, may be claimed for this Conference. It was the most northerly planning Conference yet held in Canada. It was probably the first Community Planning Conference carried out in an essentially rural region. (The largest centre in the Peace River area is Dawson Creek with a population of around 6,000. Grande Prairie's population is just over 5,000.) It is probably the first CPAC-sponsored conference organized by two Provincial Executives on behalf of a region lying within the two Provinces. Also, it is probably the first planning conference in Western Canada which had as its objective exploring the possibilities for a planning administration encompassing urban centres and rural territory. (Under Alberta planning legislation a District Planning agency may be set up with advisory planning powers over an area containing urban and rural local governments.) The idea of organizing a planning administration comprehending both Alberta and B.C. parts of the Peace River Region was also advanced.

While the Peace River Region is relatively isolated, sparsely populated, and just emerging from the settlement period, the interest manifested by members of local government and citizens generally in planning soundly for future growth is commendable. Certainly there is no reason for a new area such as this, and much of Canada is just as new, to repeat the mistakes of older communities and regions by failing to learn the many planning lessons that can be learned. With competent professional planning assistance and advice, adequate administrative organization to implement sound planning proposals, together with the enlightened support and interest of the citizens, the Peace River Region could well become a model of orderly growth and development for all of Canada. The age of pioneering homesteads is giving way to the age of pioneering an integrated region and better communities.

Baby Division Growing Up

CPAC's new Saskatchewan Division is now on the march with a part-time Secretary, Mrs. Irene C. Fawcett. A native of the province and wife of a veterinary surgeon, Mrs. Fawcett was selected by the Saskatchewan Division from among seventeen applicants for the position of Secretary. She is a former home economics teacher with a keen interest in family, home and community development.

Regent Park South

Work should begin soon on the $14 million 721-unit rental housing project known as Regent Park South in Toronto.

Honourable Robert H. Winters, Minister of Public Works, told the Commons on June 24th that he had signed an agreement with Toronto covering land acquisition and site clearance. Under the terms of this agreement, the Federal Government will contribute $1,840,000 to the cost of preparing the 26-acre area for redevelopment. The Federal and Provincial Governments have already agreed to undertake construction of the project under the partnership provisions of the National Housing Act, the Federal Government's 75% share being about $6,700,000. The cost to Toronto will be a share of the cost of acquiring and clearing the site, about $3 million.

Federal Provincial Housing Program in Ontario
CPAC Regional Supervisor Addresses Welfare Officers

Speaking to the Ontario Welfare Officers' Association at their Annual Convention at North Bay on June 13th, William A. Dempsey, Regional Supervisor of the Ontario Division, CPAC, outlined the progress of the Federal-Provincial Partnership Housing Program in Ontario.

Since the inception of the program in 1950, over 11,000 serviced building lots and about 2,000 rental houses had been provided. Estimating projected agreements, it was anticipated that by the end of 1955 this total might rise to 30,000 building lots and 4,500 rental units.

The program had provided 50-foot lots at a price of $225, plus the cost of services. Where there was full recovery of costs, rentals averaged $62 per house and $51.50 where there was a subsidy. The cost of the houses ranged from $7,000 for a two-bedroom house to $8,500 for a four-bedroom house. Adding services and landscaping, the houses averaged about $9,500 each.

The Housing for Elderly Persons program had brought about some 800 apartment units for old people. A recent project of row cottages having 2½ rooms per unit cost about $6,000 each, including land. On amortization over 40 years, this required a rental of $40 per month. The Ontario Government gave a grant of $500 per apartment which resulted in rents of $35 per month.

See Page 10

OPENINGS IN COMMUNITY PLANNING

CITY OF HAMILTON
requires
An Assistant To The Planning Commissioner

Applicant with previous experience in City Planning required. Must be a graduate of a recognized University and possess a degree in one of the following subjects: City Planning, Architecture, Landscape Architecture, Civil Engineer or other related fields.

Salary Range $5000 to $6500 per annum.

Starting Salary commensurate with previous experience.

Apply stating all particulars to:

**Personnel Department,
City Hall,
Hamilton, Ontario**

**TOWNSHIP OF SCARBOROUGH
PLANNING DIRECTOR**

Applications in writing will be received by the undersigned for the above position. Please state qualifications and experience. Salary $5000 to $7,500.

**C. A. Tripp,
Secretary,
Scarborough Planning Board,
Station H, Toronto 13, Ontario**

WESTERN CANADA

Planner for city of 25,000 in Western Canada, to carry out program of planning studies under direction of consultant.

Undergraduate degree from recognized university plus one or two years planning experience. Salary $3,000 to $3,600 per annum depending upon qualifications.

**Apply to: E. W. Thrift,
301-334 Portage Avenue,
Winnipeg 1, Manitoba**

TOWNSHIP OF TORONTO
Planning Analyst

General work concerned with land use plans and preparation of material for the official plan and other special studies. Salary Range $4,000 to $4,500 per annum.

Apply:

**H. S. Coblentz, Secretary-Treasurer
Township of Toronto Planning Board,
Municipal Offices, Cooksville, Ont.**

CITY OF VANCOUVER
Planner

To perform a variety of municipal planning work with emphasis on highway locational studies and related traffic problems. Qualifications: Degree in Civil Engineering with considerable experience especially in highways location. Planning training and/or experience very desirable. Must be eligible for professional registration in B.C. Salary: $386 to $463 per month. Application forms must be obtained from and returned to the

**Personnel Director,
Room 206, City Hall, 453 W. 12 Ave.,
Vancouver 10, B.C.**

not later than September 21, 1955. QUOTE COMPETITION 0-274.

PROVINCE OF SASKATCHEWAN

Urgently require planner for three months period to take charge of proposed Uranium City studies. Salary commensurate with qualifications. Travelling expenses reimbursed.

Apply to:

**Murray Zides, Director,
Community Planning Branch,
Dept. of Municipal Affairs,
Regina, Saskatchewan**

A Municipal Bureau

Nova Scotia Makes Municipal History

To conduct research and an information service, five leading municipal organizations are cooperating with Dalhousie University's Institute of Public Affairs to operate a Municipal Bureau.

The first council meeting of the new Bureau was held at Dalhousie University on May 20, 1955. Mr. J. E. Lloyd of Halifax was elected as Provisional Chairman and Mrs. Pansy Fleming of Shubenacadie as Vice-Chairman. Messrs. D. H. Montgomery, Murray J. Clark and J. Philip Dumaresq were also elected to the Provincial Executive.

The meeting also confirmed the appointment of Mr. John I. McVittie, Director of the Institute of Public Affairs, as Director of the new Bureau.

Among the immediate tasks assigned to the Executive are: (1) a survey of the member-organizations to establish priorities for research projects and (2) recommendations on information services for the associated organizations and for the public.

The five member organizations represented on the Council of the Municipal Bureau are: the Union of Nova Scotia Municipalities; the Nova Scotia Association of Urban and Municipal School Boards, the Nova Scotia Chapter of the Municipal Finance Officers' Association, the Nova Scotia Association of Assessing Officers and the Nova Scotia Division of the Community Planning Association of Canada.

Mr. McVittie, the Bureau's Director, is a National Vice-President of the Community Planning Association of Canada.

Slums and the Taxpayer

"The costs to the community of bad housing and the slum are tangible and measurable . . . It costs governments, and society generally, more to maintain slum areas than any other parts of the city."

This material is part of A REPORT ON HOUSING AND SLUM CLEARANCE FOR MONTREAL, prepared by a Joint Committee of the Montreal Board of Trade and the City Improvement League, not in the year 1955, but in March 1935. After these twenty years, the same two organizations are continuing to promote the redevelopment of Montreal's blighted areas to provide sound low rental housing.

President F. G. Ferrabee of the Montreal Board of Trade has issued a statement (May 17th) quoting the following paragraphs of the 1935 report and drawing attention to the current redevelopment project proposed by a Citizen's Committee representing 55 civic organizations.

The City Improvement League, of which Mr. C. A. Geoffrion is President, has also reiterated its support of the current project.

The project (often referred to now as the Dozois project) was summarized in the NEWS No. 5 of 1954 (in English) and No. 1 of 1955 (in French).

The Dozois project has now been approved, not only by the city authorities of Montreal, but by the Government of Quebec. Premier Duplessis, in a letter to the City, states that the provincial government "will accord with pleasure or will recommend to the legislature, if necessary, that it accord to the Montreal Municipal authorities the authorizations and the powers required to effect the slum clearance project known as the "Dozois Plan". As to the financial contribution, direct or indirect, of the provincial Government, the Premier wrote that "this will be the subject of a later study and decision on the part of the authorities of the Province".

. . . Today the case against the slums in terms of their social effects does not need to be argued, but the extent of their financial burden is not so generally realized. Each city has some special features peculiar to itself, and this is particularly true of Montreal, which is characterized by a relatively small area of chronic slum and a relatively large area of potential deterioration.

Overcrowding is the greatest of the slum evils. This is measured not so much by the number of buildings, or even of persons to the acre, as by the number of persons to rooms. Congestion of buildings, as of traffic, is almost inevitable in the central areas of large cities, but it may be quite consistent with satisfactory and sanitary housing. Overcrowding exists when the room space occupied by a family does not permit reasonable amenity and privacy of life. It comes about because the low wage worker is forced to accept inferior accommodation, and then often has to take in roomers, or resort to doubling up, in an endeavour to make both ends meet. With overcrowding, the separation of the sexes becomes impossible. The strain upon family life under such conditions is as much psychological as physical, and the burden of these environmental handicaps falls particularly heavily on children.

Conditions as to water supply, sanitary conveniences, etc., in Montreal are generally good, but lack of proper ventilation and daylight are characteristic of most of the old and deteriorated buildings. Not only is it harder to keep these deteriorated houses clean, but overcrowding notoriously increases the incidence of communicable disease. The correlations between high morbidity, death rate, and overcrowding in areas of bad housing, have been demonstrated in many countries. Tuberculosis, the disease of insanitation and under-nutrition, strikes hardest among the slum dwellers. Infantile mortality rates, accepted as one of the most significant indices of differences in housing standards, are not compiled by wards for Montreal, but the figures for death from tuberculosis are available. It is not hard to see their correspondence with the distribution of bad housing areas.

The evils of the slum do not end here, for the slum is the area where delinquency is fostered and to which crime gravitates. There are a dozen reasons why juvenile delinquency is a feature of the bad spots of the city's

What were once service doors for town houses are now make-shift "front doors" for additional tenants; overhead are flimsy galleries leading to yet more tenants' entries.

Photo by Alan H. Armstrong



residential districts, usually near the centre of the town. Here, overcrowding, inadequate sleeping arrangements, and family disorganization, all combine to thrust the child upon the streets; while lack of organized facilities for recreation and weakened home influences, encourage the formation of the "gang". The relation between juvenile delinquency and the housing conditions of the city is also known.

In addition, the slum is a vice area, the centre of prostitution, betting, gambling, the haunt of the criminal, and the training ground of the first offender. The law breaker commonly lives in the slums with the poor. Here, amid an unstable population both social and police controls are weak. It should be added that there is no evidence that delinquency is to be attributed to particular racial groups. The story of the slums is that their inhabitants change but their evils stay. Dufferiin district in Montreal, which has had a long history as a "poverty-delinquency" area, has seen many racial groups become dominant and give place to others, while today it is typically a mixed area.

The costs to the community of bad housing and the slum are tangible and measurable. The effects, in ill health, discouragement, neurosis, and stunted mental and physical growth, cannot be aggregated in any statistical sense. But beyond this, the slum is a direct financial burden upon the city. On the one hand, expenditures on public health and hospitals, social agencies, police services, reformatories, jails, fire prevention, and mental institutions, are greatest for the population of bad housing areas; on the other, the share of tax revenues which such areas contribute to the city is disproportionately small. It costs governments, and society generally, more to maintain slum areas than any other parts of the city.

For the first time, a complete and detailed debit and credit statement for a slum district has been made available through a survey undertaken by the Metropolitan Housing Authority of Cleveland. The operating loss sustained by the city, county and welfare agencies concerned, for an area 20 blocks by 3 blocks in size, and housing 22,236 persons, was $2,000,000, even without allowing for taxes unpaid during the year. For the City alone, the taxable value of the area was $10.12 per capita as compared with a cost liability of $51.10 per capita. Such computations can be made only as a result of arduous research, the time and resources for which have not been available. But while there are no grounds for accepting the specific figures mentioned, as applying to Montreal, there can be little doubt that the main results of such an investigation, i.e., the showing of a great operating loss, would be the same in the case of the Canadian metropolis. Even if assisted housing involves expenditures disproportionate to the possible revenues, the question must be asked whether this is not preferable to the present operating loss with the condition of bad housing areas continuing unchanged, or, more correctly, growing worse.

Slum and quasi-slum areas are areas of infection in more than the public health sense. They are areas in which property deteriorates in value because it is adjacent to dilapidated housing. They are areas in which crime and vice are bred because of ever present example. They preserve the very conditions best calculated to offset the efforts and influence of education, medical science, social service, and religion. It follows that one of the necessities of a programme of assisted housing is a recognition of the distinctions between the problems of poverty and delinquency; but better housing assists directly the enlightened attack on both.

Federal Provincial Housing Program . . .

(Continued from Page 7)

Mr. Dempsey appealed for enforcement of standards of housing. Too often municipalities broke their own by-laws, particularly when it came to placing welfare recipients in substandard accommodation. He stressed the necessity for more interest and concern about community planning in each municipality, and quoted the following statement made by the Honourable Robert H. Winters, Minister of Public Works:

> "We need greater emphasis on urban planning, housing design and neighbourhood balance. You could help by urging each city and town to lay down a master plan, and if there already is one, you might add your voices to those insisting on its implementation. Better unit design and better layout of projects and subdivisions will create the new public opinion that will lead to demands for civic redevelopment."

A.I.P. & T.P.I.C. Meet at London

A joint meeting of the Michigan Chapter of the American Institute of Planners and the Central Ontario Chapter of the Town Planning Institute of Canada was held at London on June 25th. The meeting took place at the University of Western Ontario. The London and Suburban Planning Board were hosts, with Director Allan Barker in charge of the program organization for the day. In addition to the meeting, the program included a tour of the London Area and a visit to the Fanshawe Dam, a conservation and recreation project on the Thames River.

The Growing Conflict of Land Uses in the Great Lakes Region, the convention theme, was "of increasing concern to all levels of government", said Col. A. L. S. Nash, Chief Planner of the Community Planning Branch, Ontario Department of Planning and Development. Dr. E. G. Pleva, University of Western Ontario, observed that because of poor planning there was continual encroachment on some of the best agricultural land in the Niagara Peninsula. The Queen Elizabeth Highway had been a blight which had precipitated much of this encroachment. He also pointed out that the provision of adequate water resources was most important to the region. The value of irrigation to agriculture had been proved and was accepted by the farmers. He visualized a grid system of water distribution from the Great Lakes, similar to the distribution of hydro-electric power.

There was general agreement that although there were tremendous potentialities for the St. Lawrence Seaway, it should not be over-rated. The Seaway was limited by seasonal factors. Providing existing routes could give efficient service, they would remain in a strong competitive position.

Discussing control of land use, T. L. Blakeman, Director of the Detroit Metropolitan Area Regional Planning Commission emphasized the importance of having community groups actively participate in the formulation of any plan. He also pointed out the necessity of having liaison between all government levels throughout the exercise. "Set up Advisory Committees and send out copies of the proposed plan to each community representative. If people have a part in making the plan, they won't oppose when the government agency is ready to put it into practice."

MONTREAL CONFERENCE, SEPTEMBER 25-29

American Society of Planning Officials

Community Planning Association of Canada

Preliminary List of Subjects

Urban Planning Problems in Canada

Can Metropolitan Government Work?

Is Zoning Wagging the Dog?

Zoning Round Table

Planning in Small Towns

Planning Commissioners' Session

Planning Education Forum
(for students and recent graduates of U.S., British and Canadian Planning Schools)

Development Timing

Planning in Print

Churches in the City

Traffic and Mass Transit Problems

A Subdivision Round Table

Suburban Development Problems

Regional Planning in the St. Lawrence Seaway Area

The Visual Design of Cities

Planning for Tomorrow's World

Some of the Participants
(Preliminary List)

Honourable Robert H. Winters, Minister of Public Works, Canada.

Sir Brian Dunfield, President, CPAC.

His Worship Jean Drapeau, Mayor of Montreal.

T. V. Smith, Prof. of Citizenship and Philosophy, Syracuse University.

Frederick G. Gardiner, Chairman, Metropolitan Toronto Council.

C.-E. Campeau, Director of Planning, City of Montreal.

Philip Hammer, President, Hammer & Co., Inc., Atlanta, Ga.

F. Stuart Chapin, Jr., Dept. of City and Regional Planning, University of North Carolina.

Charles S. Ascher, Chairman, Dept. of Political Science, Brooklyn College.

Walter H. Blucher, Consultant, ASPO.

Lorne R. Cummings, Chairman, Ontario Municipal Board.

Herbert Emmerich, Director, Public Administration Clearing House, Chicago.

Earl W. Smith, President, National Association of Home Builders, Washington, D.C.

Corwin R. Mocine, City Planning Engineer, Oakland, California.

Hugh R. Pomeroy, Director, Westchester County, New York, Dept. of Planning.

Norman Williams, Jr., Director, Planning Division, New York City Planning Commission.

Honourable E. W. Hinman, Minister of Municipal Affairs, Province of Alberta.

H. N. Lash, Director of Town and Rural Planning Branch, Province of Alberta.

Milton Breivogel, Director of Planning, Los Angeles County Regional Planning Commission.

S. A. Gitterman, Chief Architect and Planner, Central Mortgage and Housing Corporation, Ottawa.

Henry Fagin, Director, Regional Plan Association, New York.

Harold Spence-Sales, McGill University.

Julian Whittlesey, Mayer and Whittlesey, New York.

A civic reception will be given by the City of Montreal.

The Annual General Meeting (for all members) of the Community Planning Association of Canada will be held on Tuesday, September 27 at 8 p.m. in the Sheraton Mount-Royal Hotel.

The registration fee is $5. Wives will be registered free. Students will be registered for $2.

Hotel reservation forms were sent to all CPAC members. If you do not have one, write to CPAC, 77 MacLaren Street, Ottawa 4.

COMMUNITY PLANNING ASSOCIATION OF CANADA
77 MacLaren Street, Ottawa 4

Journey to Work

COMMUTING PATTERNS OF INDUSTRIAL WORKERS, by Leonard P. Adams and Thomas W. Mackesey. Research Publication No. 1, Cornell University Housing Research Centre, Ithaca, N.Y. 86 pages plus appendix and bibliography. $2.

This study deals with the commuting patterns of industrial production workers in the northeast region of the U.S.A. The material is grouped under the four headings: World War II Experience, Postwar Studies, Current Commuting Patterns, and some implications of Journey to Work Patterns. The authors avail themselves of labor market, transportation, and other studies made during and after the war. For the chapter on Current Commuting Patterns a special survey was made in 1951 in selected Upstate New York areas.

On the basis of World War II experience certain conclusions are arrived at: that there is a great variability and flexibility in journey to work patterns and each area requires its own particular treatment; that there is a relationship of manpower problems, transportation, and housing, and major changes in one of these categories tends to bring modification in the other two, but that the location of desirable housing is the prime factor in determining journey to work patterns. On limits of time, many of the studies suggest that one hour each way is the maximum time employees would spend. On limits of distance, in old established plants, most workers lived within a 5 to 10 mile radius; in new warplant industries most workers lived within a 10 to 15 mile radius; and up to 50% of war workers relied on the automobile for transportation.

On the basis of Postwar Studies some further conclusions are reached: that workers tend to be more mobile with respect to place of work than to place of residence; that the drawing power of better wages in far away plants is limited and for many workers will probably not exceed a 15 to 20 mile zone. It is also suggested that when estimating the manpower resources of an industrial area the availability of non-agricultural workers living in open country be considered.

The third chapter dealing with Current Commuting Patterns makes a very intensive survey of those commuters travelling over 20 miles. The results of this study are summarized in 17 tables which are perhaps the most valuable contribution contained in this whole work. The number of workers covered is small, 1,300, but the method is very thorough and if more extensive surveys were carried out in a similar manner some valuable generalizations would be possible.

An understanding of journey to work problems is vital to planning. By sanctioning large areas of one income level, housing planners may decisively affect the journey to work pattern. By zoning for industry and housing on the city level, traffic problems may be increased or alleviated; on a regional level, a policy of optimum size is inextricably linked to decentralization of industry and the journey to work. The solvency of a municipality may depend largely on whether it contains industry or is largely commuter population, and so on. The problem is important and complicated, and planning decisions consist of weighing the many factors involved.

It may be for this reason that the last chapter of this study, entitled "Some Implications of Journey to Work Patterns", seems least satisfactory.

The most glaring example of not giving weight to the many factors involved may be quoted: "Precise statistics cannot be cited to prove the point, but there seems to be evidence that, on the average, workers now live further from their place of work than they used to, and that the day is past when closeness to place of work is a prime consideration in the construction of new housing."

This study does not set out primarily to examine the relationship of commuting patterns to planning and should therefore be evaluated in terms of what it sets out to do. It makes some valuable contributions to the defining of labor market areas, and does original work on long distance commuting.

Edmonton District Planning Commission — FRANK MARLYN

Book Briefs

Local Housing Conditions and Needs, prepared under the direction of Albert Rose, Ph.D., School of Social Work, University of Toronto, 1955. A report to Central Mortgage & Housing Corporation, this 143 page report, with a 7 page bibliography, describes and appraises methods used in an experimental survey of housing requirements in 1953.

Motels, by Geoffrey Baker and Bruno Funaro, (Reinhold Publishing Corporation, 430 Park Avenue, New York 22, January 1955, $12.00) is a 272 page book with over 600 illustrations. More than a compendium of the best motels in the country, it is intended as a guide for architects and investors, as well as motel operators. Another book by the same authors entitled **Shopping Centres, Design and Operation** (same publishing company and same price, March, 1955) is a 288 page volume with more than 470 illustrations. This book contains information on siting, pedestrian circulation, and every other problem, major or minor, involved in the design and operation of a centre.

Organized Industrial Districts, a tool for community development, (Superintendent of Documents, Washington 25, D.C., June 1954, 65 cents) by Theodore K. Pasma, Area Development Division of the Office of Technical Services, describes the establishment of planned communities for industry. This relatively new concept of "organized" or "planned" industrial districts is an important one for communities in their efforts to "direct future urban growth into more aesthetic, orderly and efficient patterns". Special significance has been given to the development of such organized industrial districts by the establishment of the U.S. Government's national industrial dispersion policy. Case histories are given of 12 successful industrial districts.

Regent Park South—Redevelopment Project, Toronto, a report of the Joint Advisory Committee on Regent Park South, published in January, 1955. The redevelopment of Regent Park South covers two aspects (1) the acquiring and clearing of the land and (2) construction on the cleared property of a joint federal-provincial subsidized multiple rental housing project. The City of Toronto proposed that when the land had been acquired and cleared it should be sold to the Federal-Provincial partnership for a subsidized rental housing project. In this way, the Regent Park South project proposal differs from Regent Park North where the City financed the reconstruction. A complete review of the report will appear in the REVIEW.

Planning in Alberta—A 71 page report of the Proceedings of the CPAC Alberta Planning Conference, June 18th and 19th, 1954. Available 11108-82nd Avenue, Edmonton, Price 50 cents.

Letter From New Zealand

From Mr. Gerhard Rosenberg, Senior Lecturer in Town Planning at Auckland University College

Dear Mr. Beecroft,

Your Canadian *Community Planning Review*, Vol. IV, 1954, which Professor Light has shown me, deserves a letter of appreciation and comment.

I had been impressed, before knowing your *Review*, with your Association's publication of Professor Spence-Sales' monograph on How to Subdivide. That book went straight to each point, allowed little room for doubts or ambivalent alternatives, and put forward a pretty good thesis and method in a very forthright and concise form. If the *Community Planning Review* can follow an editorial policy of similar usefulness, it will indeed make a most valuable contribution.

Apart from the guidance and reference value of such a publication it presents a fascinating record of the gradual development of a new profession and a new method of handling problems of a great variety and of general import. Canada's growing pains are not hers alone, nor is the dearth of planners, or the lack of public awareness or the inadequacy of legislation a purely local problem. I feel that as the years pass, the collection of essays in your *Review* will gain in importance as a record and as a source of information. It will also be a source of strength to the small number of individual planning officials who are bound to be overcome, from time to time, by an unavoidable sense of isolation and frustration, and with that fatigue which saps the *élan* of even the most enthusiastic pioneer in the face of unsympathetic or uncomprehending public opinion.

In New Zealand, it seems to me, any Canadian legislative and physical planning experience in the field of single enterprise towns and of the re-development of central areas — down-town areas as you call them — apply directly, and we ought to have Alan Armstrong's article on *Federal Aids* etc. in our library. I can see many parallels already between a rapidly developing Canadian scene and this smaller country which I have only recently begun to study. I was surprised, but not unduly, that even in your new and vast and only very partly developed country you observe the "drab environment which we have inherited from an age of mechanisation and specialisation". It reminds me strongly of a story that was told me about Jacqueline Tyrwhitt's tour of the States. A Senator asked her what had impressed her most during her travels in the U.S. She replied: "That you could have wrought so much destruction in such a short space of time." The task of this century, or what is left of it, seems to be similar in the old world and in the new: to re-make an environment to be free from the dead hand of mechanisation and specialisation without foregoing the increase in personal mobility, freedom and comfort which they have brought.

May I say one or two words in appreciation of individual articles in the *Review*?

I enjoyed reading Sir Brian Dunfield's contribution, short as it was, and eminently sensible. It will do much, coming from such a man, to put the case for professionally-led planning teams. Sutton Brown's article, however, points to a chink in the armour of most planners trained to date. He compares a large municipality to a huge private concern with an annual investment of 70 million dollars. The planner, in his view, should be the technical man responsible for advice on the future operation of such a large and delicately balanced machine. And he says that planners are well aware of their changing function. I wonder if this is a trend to be encouraged. Planners are not necessarily any more universally minded than other people of our generation. Their contribution can only be a limited one, and I believe that Noel Dant's article about his work in Edmonton points where the contribution can most usefully lie. To be among technical men the one person who upholds and visualizes a socially and aesthetically satisfactory solution out of all the facts and trends presented by the specialists is in itself quite sufficient unto the day, without feeling responsible for community investment policy.

Almost everyone of the articles seems to have immediate interest to us over here. I cannot enumerate them all, but I would like to finish with a word of particular appreciation of H. W. Walker's survey of the wilderness communities of single-enterprise origin. Here is a sample of something that is growing up in all new countries, and that has grown up in hundreds of examples all through the second half of last century. I have found few records of these innumerable company towns, but from what I know they would give a very interesting pictorial witness of changing social ideas and they are even now presenting us, one at a time, with the precise stage which public opinion has forced onto the policy-making authorities who are the movers of these new towns.

Edited as it is, this *Review* is certainly giving good value for the money and the disinterested labour of your busy contributors. I wish there was somebody to finance such a publication in this country — but I cannot help wondering whether we would be equally successful in putting finance to such good use as you and Messrs. Armstrong and Simard have been.

G. Rosenberg,
Senior Lecturer in Town Planning

Ce texte est un résumé des remarques faites par M. C.-É. Campeau aux IDÉES EN MARCHE, *série de forums télévisés et radiodiffusés au réseau français de Radio - Canada. L'émission du 5 mai dernier s'intitulait: "Nos villes sont-elles laides?" En plus de M. Campeau, prenaient part à ce débat MM. J.-C. La Haye et Jean Sarrazin.*

L'URBANISME ET L'ESTHÉTIQUE

par Charles-Édouard Campeau, ing. p.

Je dois presque nécessairement me constituer le défenseur de la beauté de Montréal. Heureux comme Ulysse qui a pu faire de beaux voyages, je n'hésite pas à condamner comme de faux prophètes ceux qui s'écrient à tout hasard: "Montréal est la ville la plus laide que je connaisse", ou encore "Montréal est un monstre amorphe et anonyme, une agglutination de bitume et de béton!"

Avant de discuter détails, il faut préciser et peut-être redresser certains principes généraux que l'on énonce assez souvent à tort et à travers.

Au point de vue urbanisme, ce ne sont pas tant les éléments qui importent comme l'ensemble. C'est un peu comme un tableau qu'il faut regarder de loin. Il y a tout un monde entre l'urbaniste, préoccupé du général, et l'architecte ou le paysagiste, concernés avec le particulier ou le local. On l'oublie trop souvent en laissant de côté tout le domaine du mouvement pour se limiter aux aspects plastiques, d'ailleurs secondaires, comme l'ont démontré Bergson et Einstein.

Une ville est non seulement un endroit où il fait bon vivre, mais également un endroit où gagner son pain quotidien et celui de sa famille. Aussi est-il humainement faux de se limiter à y imaginer des tableaux idylliques, pastoraux et romantiques de grands espaces verts dans lesquels flottent les bungalows californiens à la canadienne et des monuments à la gloire de la race. En effet, il est extrêmement dangereux, même au point de vue art, d'oublier les dures réalités de la vie: notre neige et nos vents froids, le coût de la main d'oeuvre et des matériaux, la spéculation immobilière, les exigences des prêteurs hypothécaires et que d'autres! L'urbaniste doit avoir un coeur d'artiste, la tête d'un financier et les mains d'un artisan! Autrement dit, l'esthétique urbaine doit reposer non seulement sur l'intuition artistique mais également sur une connaissance approfondie des facteurs sociaux, économiques, techniques et physiques.

Il y a, dans cette question, plus qu'un problème d'architecture et de connaissances subtiles de modules à l'échelle humaine. En effet, il y a un problème de culture et de civilisation. L'urbanification n'est que la traduction dans la pierre, la brique, le ciment et le bois, de nos convictions sociales, religieuses et culturelles. Si notre culture est encore celle de pionniers, n'en rougissons pas, car nous avons avec nous cette jeunesse exubérante que bien de vieilles civilisations méprisantes jalousent secrètement.

Enfin, il ne sert à rien de pleurer le passé, de regretter ces petits villages coquets qui faisaient vibrer en nous des cordes profondes, car la vie continue, et heureusement, sans quoi nous serions un nouvel Athènes, beau mais mort.

Les nouvelles manières de vivre et de construire donnent fatalement naissance à de nouvelles formes de beauté urbaine. Il est évident que l'expansion énorme des métropoles modernes ne peut plus s'articuler par des rues et des places à l'antique. Comme le disait l'abbé Langier, au temps de la révolution française, il faut aujourd'hui "de la régularité et de la bizarrerie, des rapports et des oppositions, des accidents qui varient le tableau, d'un grand ordre dans les détails, de la confusion, du fracas, du tumulte dans l'ensemble." La ville moderne doit réfléchir la vie moderne et cette dernière n'est pas sans avoir ses beautés propres.

Montréal a quelque chose de spécial qui lui confère une beauté que les étrangers se plaisent à louanger. Son site, sa montagne, ses terrasses, ses arbres, ses clochers, ses places à l'européenne, ses parcs au coeur des affaires, lui confèrent un cachet particulier.

Le Service d'Urbanisme de la Cité travaille d'arrache-pied pour mettre ces qualités en relief. Les nouveaux quartiers ne connaissent plus le système de rues en damier et tout le nouveau Cartierville peut se comparer aux meilleures conceptions des urbanistes européens. Les règlements de construction et de zonage se précisent sans cesse davantage.

Un plan directeur des espaces verts a été complété et sera publié sous peu. Le traitement des grands parcs et des grandes artères a reçu une attention toute particulière au cours des dernières années.

Tout le quartier compris entre le fleuve et l'Hôtel de Ville, la Place Royale et l'Église Bonsecours a fait l'objet d'une étude poussée de rénovation, et une attention spéciale a été accordée aux bâtiments historiques.

La Gare Centrale et ses environs a fait l'objet de recherches intensives au point de vue esthétique. Une grande plaza sera logée du côte nord de la rue Dorchester. Cette rue est maintenant protégée par une réglementation de zonage très sévère. Plusieurs bâtiments vétustes en bordure sont en voie d'expropriation, sur une profondeur de 125 pieds, de chaque côté de la rue, pour faciliter la rénovation des abords. Les institutions ont été largement dégagées et des perspectives ont été assurées sur plusieurs grands édifices.

Enfin, une réglementation est en préparation, en vue d'introduire un contrôle fondamental, au point de vue esthétique, en ce qui a trait aux masses, volumes, formes, matériaux, toits, affichage commercial, etc.

Montréal se transforme donc graduellement en se débarrassant peu à peu de ses rides et de sa vétusté, de façon à rendre pleine justice à ses grandes beautés naturelles.

Sept Bourses de $1200 pour des Études en Urbanisme

L'Honorable Ministre fédéral des Travaux publics, M. Winters, a annoncé que sept bourses ont été octroyées par la Société Centrale d'Hypothèques et de Logement pour des études post-universitaires en urbanisme pour l'année académique 1955-56.

Les bourses, d'une valeur de $1,200 chacune, ont été accordées à:

Mlle Frances S. Pearl, B.S., de Montréal, Québec.

J. B. Carisse, B.A., Ph.B., B.C.L., Ottawa, Ontario.

J. C. Langlois, B.A., de Montréal, Québec.

J. D. Leaning, B.Arch., Montréal, Québec.

G. R. D. Fryer, Dip. Arch., d'Ottawa, Ontario.

I. E. Innes, B.Arch., de Regina, Saskatchewan.

R. R. Youngberg, B.Sc., de Rainy River, Ontario.

Messieurs Carisse, Langlois, Leaning et Mlle Pearl étudieront à l'Université McGill; M. Fryer à l'Université de Toronto et H. Innes et Youngberg à l'Université du Manitoba.

Le but de ces bourses, qui sont prévues aux termes de la partie V de la Loi Nationale sur l'Habitation, est d'aider les étudiants à recevoir une instruction plus complète qui leur permettra de s'intéresser au domaine de l'urbanisme et des occupations connexes, soit à titre de professionels ou au service du public.

Le Comité qui a octroyé les bourses se composait du Professeur J. A. Russell, directeur de l'Ecole d'architecture, Université du Manitoba; du Dr. W. H. McEwen, doyen des études universitaires, Université du Manitoba; et de M. Alan Armstrong de la Société Centrale d'Hypothèques et de Logement.

Mlle Pearl qui est étudiante en travail social à l'Université McGill, est née à Vancouver et a obtenu son baccalauréat ès arts à l'Université de Toronto en 1949. Elle fut secrétaire exécutif à la division de la Santé, Toronto Welfare Council, pendant trois années après la réception de son grade, et plus tard elle devint travailleuse sociale à la Société de l'Aide à l'Enfance à Toronto.

Le Lieut. Carisse, R.C.N., qui fait du service aux quartiers généraux de la Défense Nationale à Ottawa, naquit à Ottawa. Il obtint son baccalauréat ès arts et son baccalauréat en philosophie de l'Université d'Ottawa, et en 1952, une licence en sciences sociales de l'Université de Montréal. Un an plus tard, il obtint son diplôme de bachelier en droit civil de l'Université McGill et fut admis au Barreau de la province de Québec en 1954. Il s'enrôla la Marine en 1951 et il est membre du Comité de sélection pour le programme inter-armes d'instruction pour la formation d'officiers des forces régulières.

Né à Montréal, M. Langlois est un diplômé du Collège Saint Laurent et il obtint son baccalauréat ès arts de l'Université de Montréal en 1953. Il fait présentement partie du personnel du "Sub-Arctic Research Laboratory" de McGill à Schefferville, Québec.

M. Leaning, qui fréquenta l'Ecole polytechnique d'architecture de la rue Regent à Londres, Angleterre, reçut son baccalauréat en architecture de l'Université de Liverpool en 1952. Il travailla à Paris et à Londres et fut architecte pour la Coopérative suédoise d'habitation à Stockholm avant de venir au Canada.

M. Fryer, qui fait partie du personnel du service d'Architecture et d'Urbanisme de la Société Centrale d'Hypothèques et de Logement depuis le mois de février dernier, naquit à Beverley, East Yorkshire, Angleterre, et obtint un diplôme en architecture de l'Ecole d'architecture de Birmingham en 1952. Il étudia également au School of Planning and Research for Regional Development, à Londres. Avant de venir au Canada, il fut à l'emploi du service des Architectes et de la cité de Birmingham pendant deux années.

Né à Regina, M. Innes a obtenu cette année son baccalauréat en architecture de l'Université du Manitoba.

M. Youngberg qui est présentement ingénieur civil municipal à Rainy River, naquit à Sioux Lookout. Il a obtenu cette année son baccalauréat en science, génie civil, à l'Université du Manitoba.

Fédération Canadienne des maires et des municipalités, conférence 1955, Edmonton, du 28 août au 1er septembre

Le programme de la Conférence 1955 comprendra les problèmes causés par le manque de services municipaux essentiels dans les zones de développement de périphérie. Ces problèmes et les mesures nécessaires pour obtenir un contrôle plus efficace seront l'objet d'une discussion sur *Les problèmes crées aux gouvernements urbains par le développement non contrôlé des zones périphériques.*

Le fond du problème financier des municipalités sera aussi discuté à une réunion-forum sur *Les relations fédérales-provinciales-municipales.* L'orientation courante en défense civile sera examinée à une séance générale sur les *Nouvelles dimensions de la défense civile.*

Directeur du Service d'Urbanisme . . .

(Suite de la page un)

Après des stages comme ingénieur conseil, puis au laboratoire provincial des mines et à celui de la voirie, il était entré au service de la Ville en 1941. Il était deux ans plus tard attaché au Service d'Urbanisme.

NUMÉRO 4, 1955

NOUVELLES d'Urbanisme

Directeur du service d'urbanisme de la ville de Montréal

M. Charles-Édouard Campeau, vice-président national de l'A.C.U. et président de l'A.C.U. pour la division du Québec a été nommé directeur du Service d'Urbainsme de la Ville de Montréal le 1er juillet 1955.

Depuis plusieurs années, M. Campeau était surintendant de la division du plan directeur de la Ville de Montréal et directeur adjoint du Service d'Urbanisme. Il a aussi été co-secrétaire de la commission d'étude des problèmes de la circulation et du transport et de la Commission d'étude des problèmes métropolitains.

Né à Montréal, le 24 avril 1916, M. Campeau a été reçu en 1936 bachelier ès-arts après ses études au Collège Sainte-Marie. En 1941, il était diplômé de l'Ecole Polytechnique en génie civil et obtenait son baccalauréat en sciences appliquées. En 1945, il devenait membre de la Conférence d'urbanisme à Boston, Massachusetts. Il est membre de la Corporation des Ingénieurs Professionels de Québec, de l'Engineering Institute of Canada, de l'Institut des Ingénieurs en Circulation, de l'American Society of Planning Officials et de l'American Planning and Civic Association, et directeur de l'Institut d'Urbanisme du Canada.

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Charles-Édouard Campeau, ing. p.

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